

Art.
CAZON
HO 75
-1975
N57

3 1761 118925916

The North Pickering Project

General publications
Lc-17

EVALUATION OF PHASE III MODIFIED CONCEPT PLANS



Ontario

Ministry of
Housing





Digitized by the Internet Archive
in 2024 with funding from
University of Toronto

<https://archive.org/details/31761118925916>



Ministry of Housing

Hon. Donald Irvine, *Minister*
R. M. Warren, *Deputy Minister*

NORTH PICKERING PROJECT

Evaluation of Phase III Modified Concept Plans

INTRODUCTION

This document presents a summary of the conclusions drawn from technical studies and public review of the Phase III Modified Concept Plans during October and November, 1974.

The evaluation involved two separate and quite different types of activities, both occurring concurrently. One consisted of the public review process. The other involved a series of technical studies by the Provincial and Plantown planners concerning the relative performance and flexibility of the three Modified Concept Plans.

A full and detailed account of the entire evaluation process will be presented in an interim report currently in preparation. The purpose in distributing this summary prior to the publication of that report is:

- to summarize the results of the public review process;
- to summarize the results of the technical performance and flexibility tests;
- to relate the results of the two streams of evaluation activities with each other; and

- to present conclusions which will provide guidelines for the final plan.

SUMMARY OF CONCLUSIONS

1. The Plan for North Pickering will provide for two communities: an urban community, and an agricultural community. The final Plan will focus on urban development east of the West Duffin Creek for a population of 70,000 to 90,000. Measures will be proposed to preserve and enhance the existing agricultural community on the western portion of the site.
2. The roles of the hamlets of Whitevale, Locust Hill, Cherrywood and Martin's Subdivision will be determined in collaboration with their residents. Their functions can be related as desired, to the agricultural community, the urban community, or both.
3. The Plan for North Pickering will provide a framework for a population of 70,000 to 90,000 persons, with sufficient flexibility to permit refinement, modification, or growth in the remainder of the Inner Planning Area.
4. In the absence of a decision relating to the construction of a Federal Airport in North Pickering, the Plan will have the flexibility to provide for a range of between 1,000 to 1,500 acres of industrial land.*

*This report was prepared prior to the confirmation on February 20, 1975 by the Federal Government that an airport would be developed in North Pickering.

THE PARTICIPATIVE PLANNING PROCESS

5. A rebuilt Highway 7 and a new Highway 407 will be located within separate rights-of-way.
6. A corridor across the northern portion of the site for a relocated C.P.R. Havelock line will be provided for in the Plan.
7. Provision will be made for east-west linkages to major roads, such as Steeles Avenue, Finch Avenue, and Durham Road 4. North-south linkages will be provided to Highway 401 via Whites Road and Brock Road.
8. The 500 kilovolt hydro line, the main sewage trunk of the York/Durham Servicing System, and the proposed 30-inch Sarnia-Montreal oil pipeline will be routed adjacent to the C.N.R. and C.P.R. lines on the southerly fringe of the site.
9. A comprehensive Central Area will be proposed.

Public Participation is a fundamental element of North Pickering's planning process. A four-phase planning process was adopted:

Phase I

Summer 1973 –
Winter 1973

- To provide a basis for planning, research was undertaken by technical staff relating to the environment, history of the site, services and utilities, economics, community design, transportation, finance, social development and agriculture.

Phase II

Spring 1974 –
Fall, 1974

- Twelve preliminary alternative concepts were formulated to evoke public discussion relating to the basic questions of size and general form of the urban component of the plan, bearing in mind the need to retain agricultural land and to preserve existing hamlets. During this phase, guidelines for further planning were determined. Of fundamental importance was the establishment of the guideline to plan for a population level of between 70,000 and 90,000 in the new urban community.

THE GOALS AND OBJECTIVES USED IN PREPARING PHASE III MODIFIED CONCEPT PLANS

Phase III

Fall 1974 —

Winter 1974/75

- The guidelines established in Phase II were translated into nine basic goals and objectives. Three Modified Concept Plans, consistent with these goals and objectives, were formulated. Each concept embodied different planning aims. In order to identify factors requiring compromise or trade-off, the public were asked to rank the relative importance of these aims. Concurrently, the planners undertook technical studies relative to the performance of the three Concept Plans.

GOAL 1

- To achieve a size for the New Community that ensures:
 - The provision of adequate community facilities.
 - Its financial viability,
 - The establishment of a diverse economic base, and
 - A significant increase in the housing stock in the Toronto-Centred Region.

OBJECTIVE (i)

- *To achieve a basic population level of 70,000 to 90,000.*

GOAL 2

- To build a New Community in which residents may conveniently choose to both live and work.

OBJECTIVE (i)

- *To balance the number of jobs with the size of the resident labour force.*

OBJECTIVE (ii)

- *To provide a wide range of job opportunities in office, professional and industrial employment.*

OBJECTIVE (iii)

- *To encourage at least 50% of the resident labour force to live and work in North Pickering.*

GOAL 3

- To preserve and enhance existing natural and human-made environmental features.

OBJECTIVE (i)

- *To incorporate into the public open space network all existing natural features of the site which have high value.*

OBJECTIVE (ii)

- *To ensure that wherever possible existing structures of architectural or historical significance are preserved in settings isolated and unaffected from other anticipated developments or are integrated into areas of compatible use and character.*

GOAL 4

- To ensure that the portion of the North Pickering site under development at any time
 - Minimizes travel distance and times for internal trips,
 - Facilitates the provision of services and utilities at reasonable cost, and
 - Achieves a physically and visually cohesive urban fabric.

OBJECTIVE (i)

- *To plan for the new urban development in a compact and concentrated pattern.*

GOAL 5

- To provide a range of locations where industrial, commercial and institutional enterprises may establish, thereby providing residents with maximum opportunity for choice of places to work.

OBJECTIVE (i)

- *To ensure that areas for non-residential land uses are allocated to provide for ranges of sizes, types and locations.*

GOAL 6

- To derive maximum benefit from the construction of regional transit facilities, should these be constructed between Metropolitan Toronto, the proposed Airport, and areas to the east.

OBJECTIVE (i)

- *To incorporate in the Plan for the North Pickering a corridor to accommodate regional transit facilities with the potential for access points at locations convenient to areas of population or employment concentrations.*

GOAL 7

- To ensure the establishment of a commercially viable Central Area capable of adequately meeting the needs of the population of the community.

OBJECTIVE (i)

- *To provide a site for a Central Area of sufficient size and appropriate location to ensure its development as the dominant focal point of commercial and institutional facilities of community-wide significance.*

GOAL 8

- To provide sufficient flexibility in the Plan to enable future residents of the New Community to participate in the detailed planning of its future development and growth.

OBJECTIVE (i)

- *To provide a framework plan for a population of 70,000 to 90,000 persons, with a sufficient degree of flexibility to permit it to be refined or modified.*

OBJECTIVE (ii)

- *To ensure that the framework plan is capable of accommodating growth beyond that point in a variety of ways in keeping with initiatives or priorities that may arise in future years.*



OBJECTIVE (iii)

- To ensure that planning of the existing hamlets can readily be accommodated within the framework plan for North Pickering.

GOAL 9

- To ensure that the mix of housing stock in the New Community can accommodate persons with diverse social and economic characteristics, needs and desires.

OBJECTIVE (i)

- To ensure that the development of the residential sectors provides for a broad mix of dwelling types.

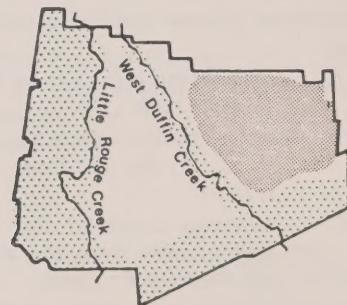
PHASE III— MODIFIED CONCEPT PLANS

The three Modified Concept Plans were based on the preceding nine goals and objectives. Each Concept embodied different planning aims. Because conflicting aims could not all be met to the same degree in each, compromises or trade-offs were required. The public were asked to review the plans, to comment on the relative importance of the planning aims, and to indicate their preference for a concept.

Development for a population between 70,000 and 90,000 people can be situated in three locations:

MODIFIED PLAN 1

LOCATION: East of the West Duffin Creek.

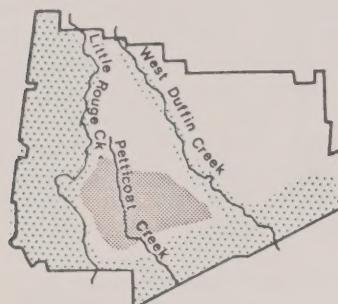


Planning Aims Achieved in This Concept:

- (a) Maximize retention of agricultural land.
- (b) Take advantage of economic opportunities generated by the proposed airport.
- (c) Maximize relationship of the New Community to south Pickering and the Region of Durham.
- (d) Maximize community identity and self containment.
- (e) Minimize impact on existing hamlets.

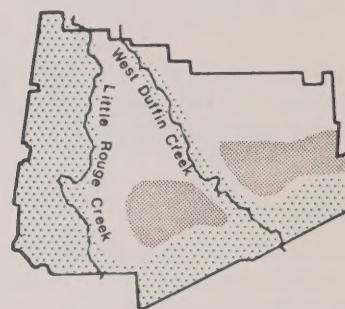
MODIFIED PLAN 2

LOCATION: Centred on the Petticoat Creek drainage basin.



MODIFIED PLAN 3

LOCATION: Straddles the West Duffin Creek



Planning Aims Achieved in This Concept

- (a) *Minimize initial servicing and development costs.*
- (b) *Minimize adverse environmental impact by:*
 - (i) – *minimizing crossings of the West Duffin Creek.*
 - (ii) – *concentrating intensive development in the Petticoat drainage system.*
 - (iii) – *removing most of the intensive development from the vicinity of the West Duffin Creek.*
- (c) *Maximize the commercial potential of the Central Area if additional growth beyond a population of 70,000 to 90,000 occurs as a result of priorities and initiatives taken at some future date.*
- (d) *Maximize linkages to Metro Toronto.*

Planning Aims Achieved in This Concept

- (a) *Maximize flexibility for possible future growth, particularly in response to the uncertainty of the airport.*
- (b) *Take advantage of the West Duffin Creek as an amenity and major recreational feature, including the possibility of using a lake to serve a dual recreational and flood control use.*
- (c) *Retain best agricultural land free of urban development.*

The Public Response

The Project Staff undertook a wide-ranging public participation program. Supplements to the planning information kit were distributed to nearly 1,000 persons from the area extending from Oshawa through Metropolitan Toronto who had expressed interest in the planning process.

A series of open house planning meetings was held at the Project site, in Pickering, Oshawa, Ajax, Markham, Scarborough, North York, and Toronto. Attendance totalled approximately 750. Members of the planning staff were present to explain the Concepts and to receive comments. In addition, a special 8-page information tabloid was distributed as a supplement in four weekly newspapers to 42,000 households in and adjacent to the project site.

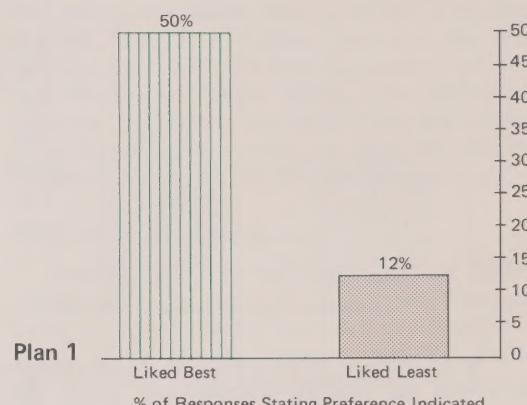
Meetings were held with Special Interest Groups relating to specific planning aspects, and with representatives of Provincial, Municipal and other public and private agencies. Attendance at these meetings totalled more than 200 persons.

Response, both verbal and written, was extensive and of high quality. In addition to the verbal comment given directly to the planners, 253 written responses were received. The Project staff thanks those who contributed their time and effort.

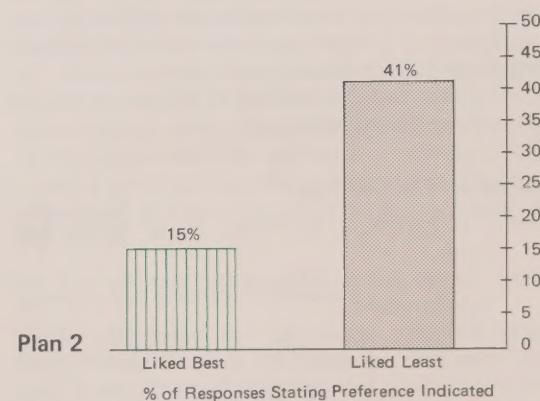
In addition to the public response formal comment was received from the Metropolitan Toronto and Regional Conservation Authority, the Town of Pickering and the Town of Markham. The Metropolitan Toronto Planning Board submitted comments to the Minister of Housing.

Preference for Concepts (From Written Responses)

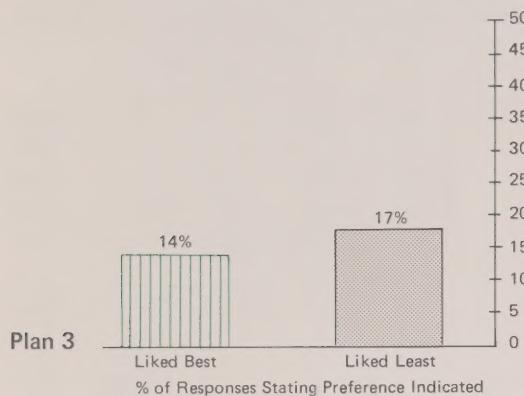
50% of respondents preferred Concept Plan 1 (urban development east of the West Duffin Creek). It was liked least by 12%.



Modified Concept Plan #2 (urban development centred on the Petticoat Creek drainage basin) was liked best by 15% of the respondents, but liked least by 41%.



Modified Concept Plan #3 (urban development straddling the West Duffin Creek) was liked best by 14%, while liked least by 17%.



It is of interest to note that 3% of all respondents did not indicate a preference, while 18% indicated that they did not like any of the plans.

Ranking of Planning Aims

Each of the three Modified Concept Plans expressed different sets of planning aims. The response form provided an opportunity for the rank ordering of the planning aims of each plan, providing an insight into the relative importance attached to them by the respondents.

The result of the ranking of the planning aims in order of importance was:

Modified Concept Plan 1

- 1st To maximize the retention of agricultural land.
- 2nd To maximize community identity and self containment.
- 3rd To take advantage of economic opportunities generated by the proposed Airport.
- 4th To maximize relationship of the New Community to south Pickering and the Region of Durham.
- 5th To minimize impact on existing hamlets.

Modified Concept Plan 2

- 1st To minimize adverse environmental impact.
- 2nd To minimize initial servicing and development costs.
- 3rd To maximize the commercial potential of the Central Area if additional growth beyond the population of 70,000 to 90,000 occurs.
- 4th To maximize linkages to Metropolitan Toronto.

Modified Concept Plan 3

- 1st To retain the best agricultural land free of urban development.
- 2nd To take advantage of the West Duffin Creek as an amenity and major recreational feature, including the possibility of using a lake to serve a dual recreational and flood control use.
- 3rd To maximize flexibility for possible future growth, particularly in response to the uncertainty of the airport.

TECHNICAL PERFORMANCE & FLEXIBILITY TESTS

The technical studies undertaken by the Provincial and Plantown teams were concerned with the relative performance of the three Modified Concept Plans with respect to:

- location of urban development.
- agricultural implications.
- environmental consequences.
- transportation implications.
- services and utilities implications and costs.
- Central Area shopping viability.
- social implications.

In addition, analysis was made of the relative flexibility of each concept to cope most effectively with the following:

- the possible future need for the designation of additional land for any particular use to reflect future changes in standards or attitudes.
- cancellation or postponement of construction of the proposed Federal Airport.
- delay in construction of regional freeway facilities.
- development of regional retail shopping facilities in areas adjacent to the site.
- differing rates of population growth.

SUMMARY OF TECHNICAL FINDINGS

Social Consequences

The social consequences of the three Concept Plans vary only moderately in quantitative terms with respect to existing uses that would be directly affected. In qualitative terms, however, the disruption to the existing social fabric would be far less severe in Plan 1 than in either of the other two by virtue of the fact that most of the existing hamlets and the most productive farms would be separated from new urban development.

Agricultural Implications

The disruption to existing agricultural land would likely be most severe in Concept Plan 2, of moderate severity in Concept Plan 3, and of least significance in Concept Plan 1. This is based on the fact that the greatest proportion of existing and potentially viable farm units are in the area between the Little Rouge River and the West Duffin Creek, with the primary concentration in the vicinity of Cedar Grove. The differences between the three Concept Plans are almost insignificant with respect to the net income potential of land left for farming purposes.

Environmental Consequences

Concept Plan 2 would impact less on natural environment in total. Of the three Concepts, adverse impact would be more pronounced in Plan 1. This Concept, however, provides greater opportunities for quality environment if adequate controls are implemented.

Transportation Implications

The estimated costs for transportation facilities of all types to serve the new community would be highest for Modified Concept Plan 3, and lowest for Modified Concept Plan 2. The latter would involve expenditures of approximately \$4 million less than Concept Plan 1. In the context of projected total expenditures for all public works undertakings in the new community to the point in time when its population reaches 70,000 to 90,000 persons, the differential between Plans 1 and 2 is not of significant proportions. The cost advantage of Plan 2 would diminish, however, if the airport were built.

Services and Utilities Implications

The estimated servicing costs for the three Modified Concept Plans indicate that Concept Plan 2 would involve expenditures in the order of about \$3 million less than Concept Plan 3 and about \$9 million less than Concept Plan 1. The proximity of urban development to projected

regional trunk services in Concept Plan 2 is the major contributing factor to its economy with respect to servicing costs.

Some of the costs attributable to the servicing of Concept Plan 1 may well diminish if servicing for the proposed Federal airport is built under Federal and Provincial cost-sharing programs.

Central Area

The retail sales potential for Concept Plan 3 would be substantially less than for Plans 1 and 2. While sales potential is slightly higher for Concept Plan 1 than Plan 2, the difference could be offset by modifications to the distribution pattern, and the relationship of the Central Area to arterial roads providing access to potentially competing centres elsewhere in the region.

Flexibility

The flexibility tests have revealed that Concept Plans 1 and 2 are almost equally flexible in terms of their ability to accommodate future changes in standards or attitudes; a prolonged delay or construction of airport construction; delay in Regional freeway construction; to meet accelerated introduction of competitive regional shopping centres; and to accommodate differing growth strategies. Concept Plan 3 would have a greater degree of flexibility to accommodate differing growth strategies.

CORRELATION OF THE PUBLIC REVIEW AND TECHNICAL STUDIES

The public review process indicated quite clearly a preference for Concept Plan 1. The technical evaluation has revealed that it has advantages over Plans 2 and 3 with respect to minimal disruption of the existing social and agricultural fabric on the project site. Plan 1 would maximize community identity by separating it from Metro Toronto and aligning it with Regional Durham.

It has moderate disadvantages with respect to its environmental consequences and the total costs of transportation facilities, services and utilities.

Concept Plan No. 2 was not only liked best by the lowest percentage (15) of respondents; it was liked least by the greatest percentage (41). Notwithstanding those attitudes, it does have some advantages over Concept Plan 1 with respect to environmental consequences as well as transportation and servicing cost estimates.

Ranked third, Concept Plan No. 3 was liked best and least by approximately the same percentage of respondents. It had advantages over the other two Modified Concept Plans with respect to its flexibility.

MAJOR CONCLUSIONS

Location of the New Urban Community

Strong public preference for locating urban development east of the West Duffin Creek reflected the desire to preserve agriculture on the best farmland in the westerly portion of the site.

Preference was expressed for maximum orientation toward Oshawa and the rest of Pickering. In order to maximize community identity and self-containment, public responses stressed that urban development in North Pickering should be located as far as possible from Metropolitan Toronto. This view coincides with the Provincial

objective of stimulating economic growth to the east of Metro. Approximately 4,000 acres of the total area of 7,000 acres in the easterly portion of the site would be utilized for urban development, while an area of 17,000 acres or 26 square miles on the westerly portion of the site would provide a buffer from Metropolitan Toronto.

The easterly location for urban development in North Pickering would simplify municipal jurisdictional issues by relating it to a single local municipality, The Town of Pickering, and to the Regional Municipality of Durham.

Therefore, planning in Phase IV will confine urban development to the area east of the West Duffin Creek.

Agricultural Community

As a positive response to the desire for preservation of agriculture, the recommended Plan will provide for the existing agricultural community west of the West Duffin Creek to be maintained and enhanced.

The Plan will propose an agricultural community consisting of land, buildings, people, and institutions primarily devoted to and supportive of agricultural production as a way of life. It will put forward measures to strengthen the existing fabric of land, families and institutions. The intrusion of non-agricultural land uses and activities will be minimized, while the continuation of well-managed full-time farm operations will be encouraged, along with supporting institutions and services.

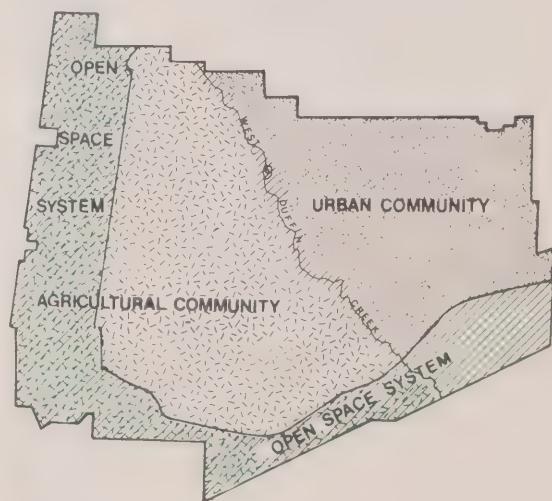
A primary task of the planners will be to provide proposals for the careful delineation of a range of land use zoning which will acknowledge not only those areas which are explicitly urban or agricultural, but also those areas which fall between the two.

It is in this context that the roles of the hamlets of Whitevale, Locust Hill, Cherrywood and Martin's Subdivision will be determined in collaboration with their residents. Their roles may relate to the agricultural community, the new urban community, or both.

In essence, the Plan for North Pickering will provide for two communities: an agricultural community, and an urban community with a population of 70,000 to 90,000.

The agricultural community will include the Open Space System on the west periphery. The Open Space System will likely be incorporated into the Parkway Belt still to be defined east of Highway 48 at Markham. The Parkway Belt designation, however, would still permit extensive agricultural uses.

A high degree of interdependence will exist between the urban and agricultural communities. The urban community will be a major market for the farm products of the agricultural community. On the other hand, the urban community will afford commercial, health, cultural, educational, and social services to the residents of the agricultural community.



Flexibility

The Plan for North Pickering will provide a framework for a population of 70,000 to 90,000 persons, with sufficient flexibility to permit refinement, modification or growth in the remainder of the Inner Planning Area.

The uncertainty about the proposed airport requires considerable flexibility in establishing job-mix targets and allocation of industrial land. If the airport is not built, the prospect of providing a high percentage of *service jobs in the community may diminish. To maintain the objective of balancing the number of jobs with the size of the resident labour force, additional industrial job opportunities would be required to offset any reduction in service employment forecasts.

Therefore, in the absence of a decision on the airport, Phase IV planning would provide for a range of between 1,000 acres to 1,500 acres for industrial land.

Environment

There was strong public comment on the need to minimize adverse urban impact on the environment. It should be recognized that any form of development will have environmental impact, but measures can be provided to enhance the positive environmental factors and minimize the adverse impacts.

In the technical evaluation there was support from an environmental point of view for locating urban development on the flatter lands of the Petticoat Creek drainage basin, as depicted in Modified Concept 2. This would minimize adverse environmental impact generally on the North Pickering site. There was concern, however, about the possibility of flooding of the Petticoat Creek south of the site.

While development on the eastern portion of the site will have environmental impact due to the sensitivity of the valleys of the west and main branches of the Duffin Creek, there is the opportunity of minimizing the impact by storm water ponding and ground water recharge. A major flood control dam on each branch of the Duffin Creek has been suggested as a possibility.

The location of urban development east of the West Duffin Creek has potential for a most interesting and varied urban landscape. This location would also bring the benefits of the natural environment to the future residents.

Freeways

While the public did not express any strong preferences for freeway routes or configurations, views have been expressed by the Ministry of Transportation and Communications and the Town of Pickering. The concept of a fully integrated Highway #7 and 407, illustrated in Concept 2, was discarded because of difficulties with traffic operations. Therefore, these highways will be located within separate rights-of-way, and will perform different functions.

There is no resolution on whether a rebuilt Highway #7 should remain in its present location north of the proposed Highway 407, or whether their positions should be reversed. The routing of Highway 407 from Highway 48 to Highways 115 and 35 is being studied by the Ministry of Transportation and Communications as part of a major feasibility study. The affected municipalities will play a major role in these studies.

The long-range road access requirements for the proposed airport have not been finalized. Thus, the decision on the need to provide a right-of-way for an East Metro Freeway east of Brock Road has not been made. If there is a clear need for the East Metro Freeway, feasibility studies will be required to determine its location.

Major Road Linkages

Transportation studies have identified major transportation movements. To provide for continuity of regional transportation needs, the Plan will propose east-west linkages such as Steeles Avenue and/or Finch Avenue to Durham Road #4. Similarly, the Plan will provide for major north-south linkages from North Pickering to Highway 401 via Whites Road and Brock Road. In this regard, there will be close co-ordination

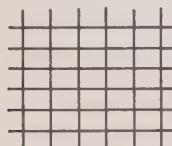
*includes employment in following categories: office, professional, finance, insurance, retail, wholesale, public service.

with the Planning Departments of the Town of Pickering and the Regional Municipality of Durham.

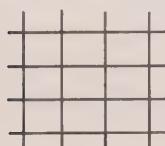
Internal Road System

Variations in the spacing and pattern of the internal road network within the proposed urban component have been analyzed. The pattern which best adapts to the requirements of the North Pickering site is an open two kilometre grid connecting to external roads, supplemented with an internal one kilometre grid. An open grid pattern will provide the highest degree of internal transportation flexibility and efficiency.

One Kilometre Grid



Two Kilometre Grid



Except for additional regional road linkages, existing road patterns would be retained in the agricultural community. They would retain their rural character, and measures would be taken to minimize their use as inter-urban links.

Regional and Local Transit

In the recently released Central Ontario Lakeshore Urban Complex Task Force Report, it was pointed out that strategic linkages should connect Central Toronto with North Pickering and the proposed airport, and also Oshawa with North Pickering and the airport. In Phase IV planning,

rights-of-way within the North Pickering site will be identified for these purposes.

Rights-of-way for local transit will also be determined. Measures will be recommended which would provide local transit early in the development of the urban community.

Railways

A technical committee has evaluated alternative corridors for the CPR Havelock line which will require relocation if the airport is constructed. A corridor is favoured across the northern portion of the North Pickering site, parallel to the present alignment of Highway #7.

In planning the location and servicing of industrial areas, an attempt will be made to provide for rail service to 30% of all industry. Therefore, provision of rail service to proposed industrial lands adjacent to Brock Road will be considered.

Central Area

The precise role of the Central Area and its relationship to secondary centres within the urban area of North Pickering has not been resolved. Determination of its exact location east of the West Duffin Creek will be made in Planning Phase IV.

A comprehensive Central Area east of the West Duffin Creek would strengthen community identity and its distinctiveness from other centres in the Region. It could provide for offices, shops, entertainment, recreational and cultural facilities, as well as hotel and convention facilities related to airport activity. It could also contain higher density housing. Strategic transportation linkages could connect the Central Area to Metropolitan Toronto, Oshawa, and the proposed airport.

Utility Services

A number of regional services will pass through the North Pickering site. Three of these facilities will be routed adjacent to the existing Canadian

National and Canadian Pacific railway lines on the southerly fringe of the site. They include:

- the 500 kilovolt hydro line
- the main sewage trunk for the York/Durham Servicing System
- the proposed 30 inch diameter Sarnia-Montreal Interprovincial Oil Pipeline.

Social Considerations

A significant degree of spatial separation from adjacent communities and Metropolitan Toronto will be achieved by locating urban development on the eastern portion of the North Pickering site. As a result, prospects for a socially self-contained community are increased. With less interdependence with Metro and the other centres, social identity and commitment to the new community would be enhanced.

Urban development east of the West Duffin Creek would be within the jurisdiction of the Town of Pickering. Programs of social development in urban North Pickering would thus relate to a single local municipality. Equally important, regional programs of social development would be confined to one regional jurisdiction, the Regional Municipality of Durham. Thus, more uniform standards for social services could be established. Uniformity would be difficult, if not impossible, to attain if the urban component of the new community were to intrude into several municipal and regional jurisdictions.

ADDITIONAL PLANNING GOALS

On the basis of the evaluation, it is now possible to add the following goals to those previously established:

GOAL 10

- To retain the greatest amount of the prime agricultural land free of urban development and manage it in a manner that enhances its agricultural productivity.

GOAL 11

- To maximize the sense of community identity and self-containment.

GOAL 12

- To take advantage of the amenity of the valley of the West Duffin Creek as an open space facility of major visual and recreational significance.

GOAL 13

- To maximize the relationship of the New Community to the Town of Pickering and the Region of Durham.

GOAL 14

- To take advantage of the potential economic opportunities generated by the proposed airport.

GOAL 15

- To minimize the impact on the existing social and agricultural fabric of the North Pickering Planning Area.

GOAL 16

- To optimize the commercial potential of the Central Area.

THE RECOMMENDED PLAN

The planners will now proceed to formulate their recommendations for the final Plan for North Pickering. These will be submitted to the Development Corporation whose establishment is proposed in legislation recently passed by the Legislature.

It is anticipated that the recommendations will form the basis of the Plan for Development which by legislation is a responsibility of the Development Corporation.

Following completion of its Plan, the Development Corporation will submit applications for Official Plan amendments to the municipalities having jurisdiction in North Pickering. The Official Plan amendments applied for would reflect the North Pickering Plan for Development and would be processed by the municipalities in accordance with provisions of The Planning Act of Ontario. Subject to approval, they would form part of the Official Plans of the respective municipalities.

11 February, 1975.

NOTES

Government
Publications

North Pickering Project,
950 Yonge Street, 10th Floor
Toronto, Ontario
M7A 1Y7

Telephone: 965-3031



Ministry of Housing

Hon. Donald Irvine, *Minister*
R. M. Warren, *Deputy Minister*